The after body looks heavier than Defender's, and this is about the only "out" about the model; yet some of this appearance may be due to the carrying of the fulness well into the overhang, giving a long side on which to sail when

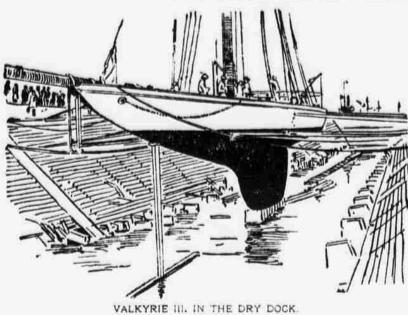
had. Her bottom was scraped and washed as the water fell, and now shows smooth and clean. The bulk shows no sign of a stram anywhere. It will be smoothed and repainted, but will not be compared. This work is now being pushed. White paint will be used above the waterline and the patent black lead compestion below.

The rail of the beat has been taken off aft the shrouds, leaving a flush deck except for the long cleat about six feet inboard, as on Defender.

The Valkyrie's crew were busy all day with the rigging, and got the topmast on end and its rigging in place, the gaff sinns, and the labilards rove. The rigging looks heavy by the side of Defender's, yet none too strong for the strain it must bear.

The bigger blocks are of galvanized steel with bronzo sheaves, and have the shells freely perforated to save weight. The smaller blocks have worder, shells and bronze sheaves with steel hangers and straps.

The temorary wheel for crossing the ocean has been removed and the long steel taller put in place.



Summed up, the model is that of a powerful keel boat, American in its general tendencies, but with the same cutting away of deadwood forward and aft, and the same attention to onickness in stays, first brought out in British rractice. In the beam and depth there is great power, while in the comparatively shallow hull and fine lines there is case of driving and a

and fine lines there is case of driving and a promise of speed.

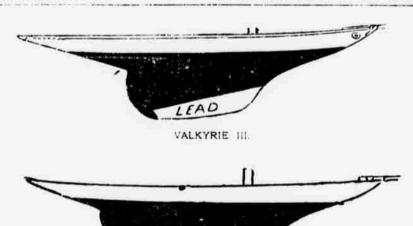
There is not so much of an impression that a big sail plan is needed, as that the hull will carry a big sail plan is there. Fast enough, and if the Valkyrie carries it, look out for her. The mast is a splendid stick of Orgon nine, and is the largest one over put in a racing yacht. It looks a full two feet in diameter just above the deck, and carries its size well upward, it is wonderfully smooth and free from flaws or cracks.

It is now expected that the boat will come out of dry dock Sunday, and take her first sall Mon-

It is now expected that the local will come of dry dock Sunday, and take her first sall Monday, Measurer Hyslop has been asked to measure the yacht for the private information of Designer Watson, and the tape line will probably be applied to her on Monday before also starts on her trial spin.

Among the well-known yachtsmen at the Erie Basin looking over the enormous proportions of Lord Dunraven's latest cup candidate was John Hyslop, measurer of the New York Yacht Club and adesigner of a number of well-known yachts. Mr. Hyslop, in speaking of the Valkyrie III. said:

"She seems to mis to be finer forward than our boats, and has an easier form to drive. The Defender is finer than Vigilant, but this boat is seems to be finer than Cigilant, but this boat is seems to be finer than either. There has been a great deal said about the coormous wave she

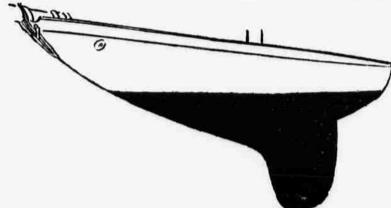


LEAD

DEFENDER The masthead is also an unusually heavy one, and the whole spar looks as though it could stand any amount of strain put upon it. After seeing it, no one will wonder at capt. Cranfield's enthusiasm over it, or his doubt if anything in steel could be better. It is said to be 105 feet long, and it looks every inch of it. It buries about eight feet below the deck, and there is a good twenty feet in its masthead, ziving seventy eight feet deck to hounds, or three feet more than Defender is credited with having.

The masthead ironwork looks heavy and solid, while the spreaders are large and have steel braces from about eight feet out to just below the hounds. There are five shrouds on a side. The two forward ones go to the cap over the spreaders, while the other three go direct to the hounds. The wire rigging is heavier than that on Defender, but it needs to be.

The topmast, a fine spruce stick, looks fully

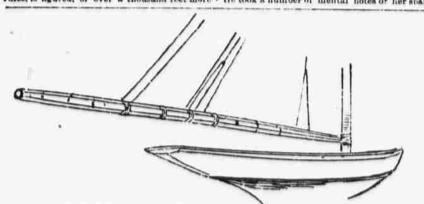


ANOTHER BOW VIEW OF VALKYRIE.

sixty-five feet in lenth, and will carry the Valkyrie's percendicular for measurement much further into the air than Defender's. The gaff is hollow and looks nearly the length of its topmast. The spinnaker boom also hollow, is about seventy feet in length. The bowsprit is close to thirty feet out board.

But, next to the mast, the steel boom is the wonderful thing about the boat. It runs twenty feet out over the stern, and is a "corker," and no mistake. It is nearer 110 than 105 feet long, and will atretch an enormous foot to the mainsail. It is hearqonal in shape, and is built of flat plates of galvanized steel, with the edges turned outward and riveted together. It is in the natural could be also being four feet further aft than Defender's. W. Ruiler Duncan, it, and Newberry Vision's at the Basin, as were E. A. Willard and J. G. Berresford of the Vigilant.

Mr. Duncan, while greatly struck with her appearance, still thought the Defender would win. He took a number of mental notes of her scars.



THE BIG STEEL BOOM.

than Defender. This means a substantial allowance, perhaps two minutes over a thirty-nile course, and is an element not to be overlooked in calculating beforehand the outcome of the oun contests.

Comparing Valkyrie and Defender, the original impression of the ideas of the designers is confirmed. Watson has gone in for the largest irmly modelled hull to carry it. Herreshoff has sought speed in a very slightly linereased says speed over previous boats, but with a smaller body and finer lines. The models themselves are very close in shape and details, thering the Yalkyrie's greater beam, yet it may be doubted if the displacement of the boats is far apart.

Were the loosts exchanged, the Valkyrie was begun hull and big sail piac, the same "world-beater" they saw it Vigilant.

The work of decking the Valkyrie was begun as it vesterials would see in Valkyrie, with her powerful hull and big sail piac, the same "world-beater" they saw it Vigilant.

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The work of decking the Valkyrie was begun as very easy in Vigilant.

The work of decking the Valkyrie was begun as very easy in Vigilant.

The work of decking the Valkyrie was begun as it would be a cracker; and by the form with young and by 11 of close the same as the interest body. Mr. That beat was built with one idea in view, and that was to carry sail. She has an immense and should be a cracker; ack in light winds.

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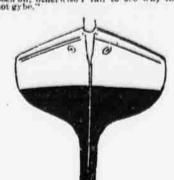
Comparing Valkyrie and Defender, the original impression of the ideas of the designers is confirmed. Watson has gone in for the largest possible sail apread, with a powerful and yet firmly modelled hull to carry tal. Herreshoff has sought speed in a very eligibity linereased sail apread over previous boats, but with a smaller lody and finer lines. The models themselves are very close in shape and details, harring the Valkyrie's greater beaun, yet it may be doubted if the displacement of the boats is far apart.

Were the hoats exchanged, the Valkyrie was legulation now invisible on the Defender, and Americans would see in Valkyrie, with her powerful hull and big sail bias, the same "world-beater" they saw in Vigilant.

The work of docking the Valkyrie was begun serily restrictly mognling, and by 11 o'clost the dock was dry, and a good look at her could be continued for the result prevailed prevailed that the accident that coinsider was dry, and a good look at her could be continued for the trial race on Tuesday Mr. Willard said:

"I very much regret the accident that coinsider regret regret the accident that coinsider

pelled the Defender to withdraw. I feel sure Mr. I sein regretted more than any one class the weakness in Defender's rigging, as it was just the day to test her in the breeze. I think we both made a mistake in carrying club topsalls, as both would have done better with working topsalls. I could not understand why the Defender had not gibe in the outer mark on the first round of Tuesday's race, as it seemed the only thing to do. Their compass may have been off, otherwise I fail to see why they did not gybe."



VALKYBIE, BOW ON. It was suggested that their rigging was in no condition to gybe, and Mr. Willard admitted that such might be the reason.

Mr. Willard also said that the Defender would probably be chosen to defend the Cup, but in case she broke down he supposed they would call on the Vizilant, which he expects to make faster than ever.

John Harvey, the well-known designer, in speaking of the valighte, said:

"She is a great improvement on Valkyrie IL, and will give the Defender a great race."

George E. Gartland and Judgo Simms, well-known amateur yachtsmen and officials in the New York Yacht Racing Association, spent a long time looking the Valkyrie over. Mr. Gartland, in speaking of the new Dunraven cutter, said:

"I don't like her model. She will bury in a

land, in speaking of the new burnaval said:

"I don't like her model. She will bury in a blow and reminds one of Vigilant, only she is not so full forward, while she lacks the fine, smooth finish of the Defender. If they can keep her on her feet she will go, but I don't see how she is going to carry that enormous sail plan in a blow or sea without breaking the boat all up."

terday, her crew being busy painting and put-ting her to rights. Sie will go out for a trial spin to-day, and according to Mr. Willard he expects her to sail faster than ever.

ENGLISHMEN ARE SANGUINE.

The Bally News Thinks Danrayen's Per-sistency Will Bear Fruit. LONDON, Aug. 21,-The Daily News, comment ing upon its own despatches from New York regarding the Defender, will say to-morrow that it is of the opinion that Lord Dunraven's pluck and persistency are likely to be rewarded with

and persistency are likely to be rewarded with victory.

Continuing, it says: "English yachismen will be the more pleased if he should win, because the designer of the Valkyrie III. has adhered to the more powerful and more graceful lines to which we are accustomed instead of imitating the somewhat tricky—we do not use the word in an offeneive sense—methods of American construction."

Successor for Britaunia

LONDON, Aug. 21.-The Evening News claims to have information that the Prince of Wales is likely to build a yacht which will be a better boat than the Britannia. The yacht, according to the News, is to be built in 1896, presumably because the Valkyrie III, and the Defender will both be in British waters in 1896, when the Britannia might be outclassed.

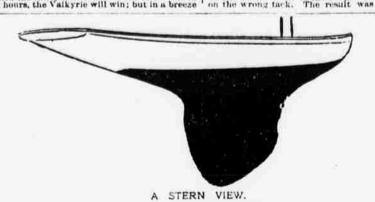
NIAGARA HAS A CLOSE CALL. the Collides with the Isolds and Inyoni Wins.

PORTSMOUTH, Aug. 21.—In the yacht race at Southsea to-day for the Portsmouth Town Cup the Niagara, Inyoni, and Isolde were the only competitors, the Vineta, Audrey, and the other 20-raters having been laid up. The wind was moderate from the east. The course was twentyseven miles. There was some misunderstanding regarding the start. The commanders of the yachts were instructed to start at 10 o'clock, but when that hour arrived not one of the yachting officials was present, A long wait ensured, and the boats finally got off in this order: Niagara, 12:00:07; Inyoni, 12:00:08; Isolde, 12:00:30.

how she is going to carry that enormous sail plan in a blow or sea without breaking the boat all up.

Judge Simms said:

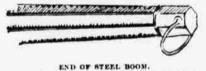
"I think that in a light breeze, say one in such that in a light breeze could be covered in six hours, the Valkyrie will win; but in a breeze



when the race can be made inside of four hours,

when the race can be made inside of four hours, the Defender will win sure. Valkyrie is a heavy, and beamy boat, and I think the tenderness she showed in her races on the other side was due to heavy spars and enormous sail plan, which detract from her power. Her mast is a beautiful stick, but very heavy.

"Forward she reminds me of Pilgrim somewhat, and I notice they have adopted a number of American ideas both in model and rig. She has wooden spreaders, while her blocks are the lightest yet seen in a foreign boat, while ash having been substituted for lignum vitte in the wooden ones, while the steel once are perforated. She has very few double blocks, nearly all the parts being single. The hounds and masthead bands are very heavy, while her steel boom is much lighter than a hollow wooden one, and results in a great saving of weight in a great saving of weight undoubtedly prove of advan-



tage to her. She is very much like a big canoe, all cut away forward and aft. She has a tremendous overhang aft, and while it may add to her beauty it strikes me as of no practical utility. Her steel were rigging is also heavier than the Defender's, but this is perhaps

Isolde's bowsprit struck the Niagara's boom, but had it not been for a bit of elever seamanship on the part of the Isolae's handlers the Niagara would have been struck heavily amidship.

When the collision was seen to be imminent Towers Clarke, who was steering the Isolae, shouted to Carl, Barr of the Niagara: "Where shall I hit you?"

The Inyon's won, crossing the finish line at 5:21:34. The Isolae finished at 5:36:21.

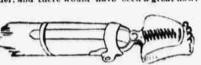
Bunraven and Party Sall,

LIVERPOOL, Aug. 21.-The White Star line steamer Teutonic sailed hence this evening for New York, having on board nearly 1,500 pas-New York, having on board nearly 1,500 passengers, of which 280 are saloon passengers. Among those on board are Lord Dunrayen, the head of the syndicate owing the yacht Valkyre III, now at New York preparing for the America's Cup contests, and his party. Lord Dunrayen received a cordial reception from the passengers when he went on board the steamer. He was sanguine and in the best of spirits.

Hempstead Bay Yacht Club Regotta. Historical, N.Y., Aug. 21.—The fourth annual regates of the Hempstead Bay Yacht Club was salled to day in a stiff southwesterly wind over an eight-mile course opposite the club house on Rider Island, in the Great South Bay. The weather was all that could be desired for yachting. The sky was perfectly cicar and the wind continued strong during the ecties race. On account of the exceeding rough weather but one



necessary when one considers her immense rig.
Judging from her round, hard blige, she will
lay well ever before she gets her true bearings.
Taking her all in all, she is nowhere near as
pretty a boat as Valkyrie II. Mr. Grahn, who makes a specialty of model yachts, said, after looking the English yacht over:
"She is a typical Yankee yacht, and we have
got to histle to win. Her power is of the brute
order, and there would have been a great howl



in England, if we sent such a boat over there, about brute force and power."

Commodore Progue, the former owner of the sloop Anaconda and a well-known yachtsman,

said:
"I like her a great deal better than Vigilant, forward, and I like her blige for windward work. The rake of the midship section shows that she ought to be good in a breeze. She may have to give time to Defender, but I would always rather give time than take it. Her lines are not so fine as beforder's, but she is a bigger and more powerful boat and should win."

DEFENDER STARTS FOR BRISTOL.

Where She Will Receive a New and Henvier Mast.

The Defender's withdrawal from Tuesdays trial race through the accident to her rigging, the details of which were reported in THE SUN yesterday, while it caused an immense amount of talk and comment at the time, was almost forgotten yesterday in the excitement attending the docking of the Valkyrie. The Defender was towed to New Rochelle late on Tuesday evening. and left there at 11 o'clock yesterday morning for Bristol, R. I., where she will be fitted with a new and heavier mast. While a great many reports have been circulated that the slipping of the band at the hounds and the consequent sincking of the Defender's rigging was not the only cause of the Defender's withdrawal, Mr. Iselin and every one who was on the boat say that it was, and that the boat has not been strained at all.

The mast, however, it was learned yesterday, buckled in an alarming manner, and immediately after the Defender arrived at Bay Ridge. Designer Herreshoff telegraphed to Bristol for a new and heavier stick to take its place. The a new and heavier stick to take its place. The old mast measured twenty-two inches at the partners and hounds, while the new one will measure just twenty-three inches in diameter. The befonder's crew were busy preparing the keel yacht for her trip to brintol hearly all yesterday morning, and at 11 o'clock all was in readiness. Her mainsail was holsted, with two reels in it, and as soon as Mr. and Mrs. Isalin got on board orders were issued to get under way. The Hattle Palmer accompanied the kool flyer, towing her napithal sunca, and it was thought she would reach firstol by this morning. Mr. Isalin and Capt. Haff declined to discuss Tuesday's withdrawal and said there was no accident to the boat and they simply dropped out to prevent one. The substitution of the new mast and such officer wors as may be required will be finished by Sunday, and it is thought the Defonder will be back here and ready to race on Tuesday. Chester Griswold, one of the members of the Regatta Committee, in speaking of the accident, said:

"Mr. Isalin tool us on the best that the band on the mast settled three-quarters of an inchesion of the accident, said:
"Mr. Isalin tool us on the best that the band on the mast settled three-quarters of an inchesion that while the hight have held to the ad it would have been fully to take such a chance.

"We noticed that her ragging seemes somewhat sink on the way out, but Jid not think it as a first and the back in a few days.

The Vigitant did not leave her anchorage yes

HER RACING TILLER. woman, Miss Lillian Snedecker, who was attired in woman, Miss Lillian Snedecker, who was attired in a striking yachting costume and who was on the Mystery, boarded the competing yachts during the contest. The most exciting race was between William P. Miller's Herreshoff losat Emine and F. T. Southard's Dream. The Dream led during the first two rounds, but was overtaken by the Emines, which finished some distance in advance of her competitor. In the first class E. N. Carman's Dolphin was an easy victor over the Mystery. Summary:

CLASS 1-OPEN CATS, 24 PEET AND OVER. | Elimand Corported | Start | Time | Time | Nort | Time |

CLASS 3--FFN CATS, 20 FERT AND UNDER.

Eunice. W. P. Miller. 1 52 32 1 46 17 1 48 17

Dresm. E. T. Southard. 1 23 10 Did not finish. Yachting Notes of Interest.

The postponed regatta of the Yorkville Yacht Club will be sailed Sunday, Aug. 25, over the club's regular course on Long Island Sound, starting from the club house at the foot of Nicety-second street, East River, at 11 A. M.

Ninety-second street, East River, at 11 A. M. eharp.

The Horseshoe Harbor Club of Larchmont, N. Y., will hold its annual regatta on Saturday, starting at noon. The race is open to all vachts under 38 feet enrolled in any recognized club, and entries will close Friday with the Regata Committee at Larchmont. In addition to the regular prizes, which are silver loving cups, there will be a prize known as the Revan Cup for open mainsail yachts owned by members of the Horseshoe Harbor Club and now held by C. M. Bird's lone. The course will be as follows: Starting from an imaginary line drawn between two boats, each flying a club dag, to and around Striped Channel buoy to the north of Whortleberry Island, thence to and around Striped Channel buoy to the north of Whortleberry Island, thence to and around Striped Channel buoy to the north confidence of an across the starting line, leaving outer stake to part. Distance, five miles. Sloops, yawls, and mainsail cabin yachts to sail course three times. But and mainsail and mainsail open yachts to sail course three times. Jib and mainsail and mainsail open yachts to sail course twice.

TAMMANY HONORS GRANT. The Chairmanahin of One of the Sub-com mittees Offered to Him.

Ex-Mayor Hugh J. Grant has been asked to accept the Chairmanship of one of the sub-committees of the Tammany General Committee, the holding of which would entitle him to embership in the Executive Committee of Seventy. There are three of these sub-commit-They are the Finance Committee, or which Richard Croker was Chairman for many years, until he retired in 1894 and was succeeded by John McQuade; the Committee on Printing, of which ex-Mayor Gilroy is Chairman, and the Committee on Resolutions and Correspondence, of which ex-Congressman W. Bourke Cockgan was the head for many years. It is considered likely that ex-Mayor Gilroy will retain the Chairmanship of the Printing Committee, and it is believed that Mr. Groker will accept the Chairmanship of another committee. In this case it is believed that Mr. Grant will take the third. Mr. Grant has stated that he did not want to be a member of the Executive Committee, and he once refused to accept the place of Chairman of that body.

When Mr. Croker returns from England he will be accompanied by his family, lie will leave his race horses to winter on the other side. The latest information resolved by his friends as to the time of dis return is that he has engaged passage for Sept. 7, but hopes to get away before that time. years, until he retired in 1894 and was suc-

No Chance for a Perjury Compiniat. When the excise case of John Holly, in which

Magistrate Kudlich had warned the principals that an arrest for perjury would follow the resuit of a full examination, was called in the Yorkville Court yesterday afternoon, Lawyor Fennell, for the defendant, waived an examination. Holly was committed in \$000 bait to

GREAT RAILROAD SPEED.

A BRITISH TRAIN RUNS 540 MILES IN 538 MINUTES.

This Is the Pastest for That Distance Ever Made, but It Bocen't Begin to Equal Our Record for Somewhat Shorter Russ -Our Own Remarkable Pents-Astonlah. ing Advance in Speed Within Ten Years,

England is enjoying the spectacle of a great railroad speed contest between the roads that run from London to Aberdeen, Scotland. The contest has been on a month. The east route is eight miles shorter than the west route, and the west route, to get the travel, has been compelled to make up the difference in length by extra speed. Every time it did that the east route has chipped off another fifteen minutes, until the average speed got to be about fifty-two miles an hour. Then it was thought the limit was reached. The railroads have expended a mint of money and everybody has been excited about it. Yesterday the western system, according to a cable despatch, succeeded in lowering the record for the 540-mile run more than an hour. The cable, which came by United Press, was as follows:

LONDON, Aug. 21. The London and Northwestern Rallway Company's new fast train, which left Euston station at 8 o'clock last evening, arriver at Aberdeen at two minutes to 5 o'clock this morning, having covered the distance of 540 miles in the shortest time on

If these figures are correct, the trip of the new train is the fastest for that distance not only in England but in America, though it doesn't come anywhere near equalling the American record for shorter runs. The best long-distance run in this country was made in 1801 over the New York Central. The train consisted of engine No. 870, weight 200,000 pounds; New York Central private car No. 247, weight 88,500 pounds: Wagner Palace Car Company's private cars Traveller, weight 77,900 pounds, and Mariquita, weight 93,600 pounds-total weight of train, 230 tons, or 460,000 pounds, about equal in weight to an ordinary passenger train of five cars. The run from New York to Albany, 143 miles, which was made without a stop, occupled 140 minutes; the distance from Albany to Syracuse, 148 miles, was covered in 146 minutes, and that from Syracuse to east Buffalo, 146 miles, in 147 minutes and 34 seconds.

utes, and that from Syracuse to east Buffalo, 146 miles, in 147 minutes and 34 seconds.

The change of engines at Albany required 3 minutes and 28 seconds, the change at Syracuse 2 minutes and 38 seconds, and a hot jour al at Fairport occasioned a delay of 7 minutes and 50 seconds. The gross time of the trip from New York to east Buffalo 436b, miles—was 4395 minutes, including all stoos, while the actual running time, exclusive of stops, was 425 minutes and 44 seconds for the 436b, miles. Changes of engines were made at Albany and Syracuse in the same manner as is done with all through passenger trains on the New York Central.

Between Yorkers and Oscawana the speed of the train varied from 65.77 to 68.24 miles an hour. Between Garrisons and Poughteepsie the slowest mile was made at the rate of 63.49 miles an hour, and the fastest at the rate of 72 miles an hour, and the fastest at the rate of 72 miles an hour. Between Bhineciff and Hudson the rate varied from 62.32 to 71 miles an hour. The run of 143 miles between Albany and Syracuse and Buffalo 75 miles an hour, and between Syracuse of 69.72 miles an hour, and between Syracuse and Buffalo 75 miles an hour was the average for several miles.

The Empire State express, which is the fastest regular long distance train in the world, has travelled once at the rate of 112 miles an hour for five miles, and several times at the rate of 100 miles an hour for the same distance. The development of railroad spred has been remarkable in the last ten years. Ten year-ago a milea minute was next to lightning swiftness. A mile a minute was next to lightning swiftness. A mile a minute is made daily now on several roads. The Empire State express reels off mile after mile in from 45 to 35 seconds. On the Jersey Central trains are run frequently at the rate of 57 and 90 miles an hour. A SUN reporter road on a train from Plainfield to Jersey City, 23 miles, in 20 miles an hour. A SUN reporter road on a train from Plainfield to Jersey City, 23 miles, in 20 miles an hour for other as

therefore it is hard to make comparison. The longestruns in the world are between this city and san Francisco, a distance of 3,348 miles. The fastest time on this route was the Jarrett-Paimer special. In June, 1886, it made the remarkable time of 3 days 7 hours 39 minutes and 16 seconds. This is at the rate of 43 and a fraction miles an hour for the entire distance, and it included stops which in the aggregate amounted to several hours. The actual running rate was nearly 50 miles an hour.

This is the most remarkable run ever made in the world. No other train has approached it within five hours. Other remarkable run over the same route are John W. Mackay and party, four days 12 hours and 37 minutes; Herman Ocirichs and party, four days 16 hours and 30 minutes, and Baron von Schroeder and party and the research party, four days 18 hours and 37 minutes.

minutes; Herman Oelrichs and party, four days 16 hours and 30 minutes, and Baron von Schroeder and party, four days 16 hours and 13 minutes. The New York and Chicago limited, a train weighing 315,700 pounds, has travelled the 440 miles between Buffalo and New York in 8 hours and 34 minutes.

The fastest short runs in this country are made between New York, Baltimore, and Washington, on the Royal Blue line. The 11:30 train has on several occasions made the 226 miles in 260 to 265 minutes, including stops. The Pennsylvania Kaliroad has run a 342,300-pound train from Jacksonville to Washington, a distance of 789 miles in 16 hours 30 minutes.

pound train from Jacksonville to Washington, a distance of 780 miles, in 15 hours 30 minutes, including thirty-four stops. This is at the rate of 53.20 miles an hour, and between New York and Washington in 4 hours and 11 minutes, or at the rate of 564, miles an hour.

The trains run by the railroads of this country are invariably heavier than those of the English roads. Some of the fastest trains are more than 200,000 pounds heavier. A very small additional weight makes a very large difference in the average speed of a railroad train.

BLAINE CLUB BARS NEGROES.

The Flow Application for Membership Fi

The interminable question of equal rights for colored men in the Twenty-fifth Assembly district Republican organization was the occasion of another souabble in the Blaine Club at 19 West Twenty-third street last night. The vote on the application of Edward S Flow the colored delegate from the district in the County Committee, for membership in the club, which had been delayed from time to time with the expectation that Flow might be induced to withdraw it, was finally taken at last night's meeting. The Committee on Admissions reported that five protests had been ledged against the admission of Flow to membership and the question of his aumission would accord-

ingly have to be submitted to a vote of the club. Flow's application was presented by Michael John McCann, another delegate to the County Committee, and one of the leaders of the faction which opposes the leadership of Mayor's Secretary Job E. Hedges. Mr. Hedges and his friends are in control in the Blaine Club, and they recognized in McCann's action an effort to "put liedges in a bole" with the colored voters, who are very numerous in the Assembly district.

When, therefore, the report was made last night Mr. Hedges was the first to get the floor and make an appeal for the election of Flow, He said that the club was purely political, and colored members of the party had as much right to membership in the club as white men. He urged all his friends to vote for Flow.

McCann, not to be outdone, made a speech quite as lavorable to the colored element as that of Mr. Hedres, and he also advised all to vote for Flow's admission. The advice of neither orator was headed. There were sixty-five members present, and Mr. Flow's application was rejected, twonty black balls has hig been cast. When the announcement was made both factions amused themselves by accusing each other of responsibility for the rejection of the colored man's application. John McCann, another delegate to the County

FOREST FIRES IN NEW JERSEY.

Much Timber and Some Cranberry Bogs Destroyed Excursion Truta Scorched. MOUNT HOLLY, N. J., Aug. 21. Forest fires are burning all around here to-day. In the direction of Medford a dozen fires can be seen. Some of them have destroyed fine tracts of timber and a number of cranberry bogs. fighters employed by the owners of crapberry bogs and cedar swamps have stopped work, as

bogs and cedar swamps have stopped work, as they are entirely exhausted, and many have been severely burned.

At the first slarm some of the cranherry bogs were flooded by their owners, in order to have the vines from destruction. This means the loss of the year's crop, but that is a small matter compared to the destruction of the bogs. The first have driven rabbits and other game out of the awamps, and they can se seen accurrying in all directions.

Passengers on the excursion train from Long Branch had an exciting experience last night. After passing Whilings the train had to pass through a bedy of first the woods being in diames on both sides of the track. The car wholess were all tightly closed, and the train dashed through in safety, but the cars were badly secrebed.

Morsiord's Arid Phospitate. Dr. S. T. Linewenver. Lecanon, Pa., says: "It induces a quick sleep, and promotes digestion."—Adv.

THE CHINESE MASSACRES.

fur Government Confident that China Wil LONDON, Aug. 21,-The following cablegram has been received at the London offices of the

Wesleyan Missionary Society:
"Changtu commission inadequate. Officials implicated. Disturbances spreading. Regarding Fukien massacre the Methodist public urge strong Government action. Have forwarded

cable to Lord Salisbury."
WASHINGTON, Aug. 21.—Consul-General Jernigan at Shanghai has informed the State De-partment by cable that the investigation by the Chinese authorities of the Kucheng massacre is being conducted with closed doors. Acting Secnity which the United States propose to make

Chinese authorities of the Kucheng massacre is being conducted with closed doors. Acting Secretary Adee has communicated this information in a cablegram to Mr. Denby, the United States Minister at Pekin, with instructions to ascertain its portent, and if it be true, to arrange matters so that the United States Commissioner now at Kucheng, J. C. Hixson, United States Consul at Foo Chow, can attend the hearings and not be hampered in getting at all the facts. The State Department officials do not take a serious view of the failure of Consul Hixson to obtain admission to the hearing which the authorities are conducting, and are certain that the general government at Pekin will set matters right. It is understood that the star chamber inquiry is being made by officials of the province in which Kucheng is situated, and that these are not aware of the promise of the Tsung-Li-Yamen, or Board of Foreign Affairs, to allow Great Britain and the United States to make the fullest and freest investigation.

When Minister Denby represents to the Tsung-Li-Yamen that the American Commissioner is being hampered in his efforts to obtain all necessary facts, it is probable, according to the view taken here, that orders will be issued directing the authorities of the province to admit Mr. Hixson to the hearings and accord him every opportunity to ascertain all that he has been instructed to obtain by the Washington Government.

CONSERVATIVES DIVIDED.

They Do Not Seem to Be Pulling Together on the Armenian Question.

LONDON, Aug. 21.-In the discussion of the Foreign Office estimates in the House of Commons to-day James Bryce, President of the Board of Trade in the Rosebery Ministry, said the reforms which the Government asked to have instituted in Armenia were the least that could be accepted. The position of Christians throughout the East he declared, was extremely perilous.

Mr. T. G. Bowles, Conservative, denied the existence of any obligation on the part of Great Britain to introduce reforms in Armenia. He complained at length of the extraordinary complained at length of the extraordinary change which the policy of the Tory party had undergone, deciaring that it amounted to a reversal of the best traditions of English policy. Sir Ellis A. Bartlett. Conservative, expressed restret that the late Government had not taken action to save Japan from coercion at the hands of France and Russia. Referring to the Armenian agitation, he described it as injurious and unjustifiable. The Turkish people, he said, were moderate, temperate, and courageous.

Mr. T. M. Healy, criticising the speeches of Messrs. Bartlett and Bowles, sarcastically expressed regret at seeing division already in the ranks of the Conservatives.

AGAINST THE SOCIALISTS. German Police Ordered to Stop Socialist Processions.

BERLIN, Aug. 21.-The Vorumerts publishes another secret decree issued by the district President of Schleswig directing the Chiefs of Police at Kiel, Altona, and elsewhere, to stop, as far as possible, processions of Socialist clubs, which he says, have no claim to be treated on the same footing as other clubs. The signifi-cance of the Vareacris's revelation that such a decree has been issued is increased by the fact that it contains the following:

"As recent secret decrees have repeatedly be-come public through indiscretion, I make you answerable for the strictest secrecy regarding this."

Mr. Webb Leaves Parliament, LONDON, Aug. 21.- Mr. Alfred Webb, the auti-Parpellite, who was elected to represent the West division of Waterford in the House of Commons, has accepted the stewardship of the Chittern Hundreds; in other words, has resigned Chiltern Hundreds; in other words, has resigned his seat in Parliament. The cause of his retirement from the House is that he is not satisfied with the action of the anti-Parnellite party in electing three Healyltes to membership of the Sessional Committee, and he complains that the committee does not resent sufficiently the baseless attacks that have been made on Mr. Edward Blake, Mr. John Dillon, and Mr. Justin McCarthy.

England and the Nicaragua Caust.

LONDON, Aug. 21.-The St. James's Gazette, in leading editorial, asks the question: "How does Great Britain stand with the United States in regard to the Nicaragua Canal?" The paper in regard to the Nicaragua Canal?" The paper adds: "It would be well for Mr. George Curzon, Under Secretary for Foreign Affairs, to put the question in the House of Commons and obtain a clear answer. As far as can be seen, we are heading straight for a crisis, and there will be either a diplomatic deadlock between the two countries or an English surrender of important treaty rights."

A Fight with Brigands in Stelly. ROME, Aug. 21.-A despatch from Sassari. days ago near that place by brigands, who robbed the mails and seized all the money and valuables in possession of the passengers. This brigands were cursued and overtaken by a party of carabineers, and a fight ensued, it which the Captain of the carabineers and one of his men were killed and two others wounded

More Rioting at Mulhelm. BERLIN, Aug. 21.-The riots at Mulheim, growing out of the competition of two steamship companies, still continues. Several encounters have occurred between the rioters and the police, in which many of the genilarmes were hurt by stones. The gendarmes retallated by charging upon the crowd with itself bayonets, wounding many. The Governor of the district threatens to proclaim a state of slege if the rioting is continued longer.

Solicitor-General for Ireland. LONDON, Aug. 21.-Mr. William Kenny, men ber of the House of Commons for St. Stephen's Green division of Dublin, has, it is officially announced, been appointed Solleitor-General for Ireland. Mr. Kenny is a Liberal Unionist. He is a member of the Senate of Dublin University, and was formerly a bencher of the King's Inn, Dublin. His appointment to a Government of fice yeartes his seat in Parliament. The Par-neilites intend to contest the seat.

The Burns Statue at Ayr. EDINBURGH, Aug. 21. - Mr. Wallace Bruce, ex-Consul of the United States in this city, unveiled this evening the fourth and last panel of the Burns statue at Ayr. The panel was the gift of American admirers of the poet, and is the work of Mr. George Bisseil, a New York aculptor. It represents the parting of Burns and Highland Mary. Dr. Hirrell of New York delivered an oration on "The Genius of Burns." A large number of people attended the ceremony.

Sick Soldiers from Madagascar. ALGIERS, Aug. 21,-The French transport

Provence has arrived here from Madagascar. bringing a large number of sick and wounded French soldiers. Twenty-six of the invalided men she took on board died during the voyage. Notes of Foreign Happenings.

The United States cruiser San Francisco arrived at Havre yesterday. She exchanged salutes with the vessels in the implor. Mayor Brindeau, Sub-Prefect Salmon, the American Consul, and others were at the waterside await.

The strike of the jute workers in Dundee, Scotland, is spreading rapidly. Thirteen thousand workers went out seeterday, in addition to the 7,000 or more who struck on Tuesday. The strikers are very orderly and are giving the police no trouble. The British steamer Lycia, at Avenmenth from Montreal, reports that she sighted thirteen large icebergs on Aug. 11 and 12 from 20 to 150 miles east of Belle isle.

A passenger steamer on the Rhine came into collision with a string of parges in tow of a tur-near Mehrum resterday, sinking one of the barges and arowaning eight persons. Herr von Puttkamer, formerly Governor of the Togo district, West Africa, has been ap-pointed Governor of the Cameroons.

JOITINGS ABOUT TOWN.

The American Surety Company yesterday filed in the office of the County Ciers an application mode to James F. Possey, State Superintendent of Insurance, for piermission to inversage its capital stock from \$1.000,000 to \$2.500,000. The permission was granted it was incorpul yesterialy that the James M. Isensett who died in the filedom Street Hospital from appositive on Theodoxy morning, was not the 3r. February whose is a nonliner of the team of the 3r. February in 1861 th

The Norwich like will make the price of turnets of Poston and return only 54 from ang. 24 to 95 main also, good to return only 54 from ang. 24 to 95 main also, good to return any time cofore sept. 1 Jun Also of Lower and City of Workeley addressable leave Pler 40 (and No. North mixer, and to a com-ses street at 5:20 P. M. daily an among services the Steamer's 17 of Lowell will make a a good trip at the

INDEMNITY FOR WALLER

THE REASON WHY HIS RELEASE HAS NOT BEEN DEMANDED.

This Government to Make a Claim Against France for the Confinentian of the Ex-Consul's Rubber Concession in Mada-gasear-It May Amount to \$1,000,006, WASHINGTON, Aug. 21.—The case of John L. Waller, ex-Consul of the United States at Tam-ative, Madagascar, and now in prison in France, has assumed a phase that justifies this covern-ment in the belief that Waller's days of confinement are nearly ended, and that he will soon be restored to liberty. It can be stated on the highest authority that the only reason why Ambassador Eustis has not been instructed to demand Waller's immediate release is that such a course might weaken the claim for indem-

against France for the confiscation of the rub ber concession in Madagascar. The President and Secretary Olney are now thoroughly satisfied that Waller's military trial was not conducted in a proper manner, and that his conviction of the crime of treason was based on the filmsiest evidence. It will be a matter of a very short time, a few weeks perhaps, before Secretary Olney will instruct Ambassador Eus-tis to secure Waller's release and make a claim for indemnity against the French Government on account of the confiscation of his concession. Instructions were sent to Mr. Eustis on July 31 to press his emphatic request for a copy of the record of evidence on which the ex-Consul was declared a felon. Mr. Eustis failed to secure the record, and on Aug. 5 further instructions were sent him even more emphatic than the first.

Communications received at the department from the Ambassador tell of his efforts to secure a copy of the record from the French Ministry for Foreign Affairs, and of his several failures

a copy of the record from the French Ministry for Foreign Affairs, and of his several failures through the temporizing policy pursued by the authorities. After considerable delay and repeated requests copies of the charges and sperifications and of the sentence imposed on Waller have been furnished him. He then renewed his demand for a copy of the evidence, and was at first told that it would be granted very soon, as soon as the record had been received in France. But according to his latest advices to this Government the French Ministry has told him, the record of evidence is in Madagascar and cannot be furnished without great delay.

The statement that this Government has done all that can be done to bring the Waller case to a speedy adjustment is unquestionable. The demand for Waller's release would have been made this month if the State Department had not been actuated by a desire to obtain for him the indemnity due for the confiscation of the rubber concession. According to the view taken by the President and Secretary Oliney, compliance with a demand for Waller's immediate release would practically have ended the case and left little ground for a claim for indemnity. It is the desire of this Government to make its efforts to secure the firedom of Waller detendent on the intention to obtain indemnity, and thus make the French do full justice to the imprisoned man. As matters now stand Waller's excess is assured, even if the indemnity fails to be forthcoming.

The amount of the indemnity to be asked with

assured, even if the indemnity fails to be asked will coming.

The amount of the indomnity to be asked will be more than a million dollars. Te exact sum cannot be ascertained, and the probabilities are that it has not been determined on. The report that Waller is dving of consumption in prison is giving the State Department some uneaslness, but the information is not believed to be strictly accurate, as the latest lotters from Waller said the chills and fever from which he suffered had left him, and that his health was much improved.

22 LYNCHERS ARRESTED.

An Attempt May Be Made to Release Them and Trouble Is Feared,

TACONA, Wash., Aug. 21.-The lynching of the Vinsons, father and son, at Ellensburg, and the arrest of the ringleaders of the lynchers and as many more as can be found, is causing a storm of excitement, of which no one can foretell the end. Deputy Prosecuting Attorney Graves furnished the names of those who engaged in the affair, consisting of Mike Lender, Frank Uebelocker, William J. Kennedy, John Bush, Frank Fregle, Richard Links, Fred Schalle, Henry Deurscourt, James Hagen, Schalle, Henry Deurscourt, James Hagen, George Hilder, James Holsworth, James Altren, Andrew Kilborn, James Case, George Hills, Nels Swanson, Manuel Sarroco, George Burger, Michael Ostrander, Frank Finler, Charles Kennedy, and Bob Wilkinson. Their preliminary examination was held yesterday, after which they were all hurried to the county jail under a strong guard, but the A. P. A. element are in the light and will make desperate efforts to have them convicted.

Deputy Prosecuting Attorney Graves is determined. Friends of the imprisoned men are equally determined, and as a consequence troops are guarding the county jail, expecting an effort to release the imprisoned men. Gov. McGiraw will send companies from Spokane and here should matters take a change for the worse.

worse.

A majority of the members of Company A. under command of Capt. Frost, are reported to be in sympathy with the lynchers, and should any attempt be made to release them it is not assured that they will be met with much re-

Seven More Bodles from the Deaver Ruins. found to-day in the ruins of the Gumry Hotel. They were those of W. S. Blake, Pueblo; Peter Gumry, owner of the hotel, Denver; A. M. Mon-roe, Des Moines; Lizzie Loager, Louise Reinhuber, and Emma Muhlthaler, chambermaids, all of Denver, and Gen. Charles Adams. Denver.
This brings the known dead up to twenty, and five more are still missing, including the engineer. The Coroner's jury, composed of prominent citizens, will meet to-morrow. Seven of the victims were buried to-day.

New Quarters for the District Attorney. The Sinking Fund Commission had a long session yesterday, at the end of which it was decided to give to the District Attorney and the Court of General Sessions the quarters in the

Court of General Sessions the quarters in the Criminal Courts building recently occupied by Col. Waring. The District Attorney will have the two small rooms occupied by Col. Waring and his stenographers for his private office. Col. Fellows, who appeared before the Commission, said that his present private office was too public, and that on that account often valuable information leaked out, giving persons to be indicted an opportunity to escape. The other rooms will be used for the new part of the General Sessions, and for the new General Sessions library authorized by the Legislature last year.

In a State of Bankruptcy



hour of need. The liver filters out the poisonous germs which enter the system. Just so surely as the liver regulates the system, so do Dr. Pierce's Pleasant Pellets regulate the liver. Keep this in mind, and you solve the problem of good health and good living. The "Pleasant Pellets" have a tonic, strengthening effect upon the lining membranes of the stomach and bowels, which effectually cures Biliousness, Sick Headache, Costiveness, or Constipation, Indigention, Loss of Appetite, Bad Taste in Mouth, Sour Risings from Stomach, and will often cure Dyspepsia. The "Pellets" are tiny, because the vegetable extracts are refined and concentrated. Easy in action, no griping as with old fashioned pills. As a "dinner pill," to promote digestion, take one each day after dinner. To relieve the distress arising from overcenting, nothing equals one of these little "Pellets."

Mrs. Melissa Atwater, of Steuben, Washington Co., Me, writes: "As regards the little 'Pel-Washington Co.
the little 'Pellets,' I think
I could not do
without them.
I do not like
to be without
them in the
bouse. I have spoken very highly to friends and neighbors of them, and many are takthem

through my advertising them. I will MRS. ATWATES. say they are the best pill I can take, es-pecially for an after-dinner pill, I think